HOLLYMOOR LANE
BEAMINSTER

TRANSPORT STATEMENT

FMW consultancy

HOLLYMOOR LANE
BEAMINSTER

TRANSPORT STATEMENT

PREPARED FOR

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NOTICE

This document and its contents have been prepared and are intended solely for Summerfield Developments (SW) Ltd information and use in relation to an application for residential development at Hollymoor Lane, Beaminster.

CONTENTS

FIGURES

APPENDICES

1 INTRODUCTION

Brief

1.1 FMW Consultancy have been appointed by Summerfield Developments (SW) Ltd to prepare a Transport Statement (TS) to support a planning application for a proposed residential development of 23 dwellings on land off Hollymoor Lane in Beaminster, Dorset. The location of the site is shown in **Figure 1.1**.

1.2 Pre-application advice / comment was sought from Dorset County Council (DCC) and the following was provided by the Transport Development Liaison Engineer on 16th September 2013:

"I am happy to confirm that Dorset County Council as Highway Authority holds the view that the recorded traffic data / predicted flows and design options prove that the proposed development would be acceptable provided there were a prerequisite and commitment to carry out the traffic calming / management scheme."

1.3 The data and design options discussed above are provided in full within the subsequent sections of this report.

1.4 The scope of the TS has been based on the Department for Transport's Guidance on Transport Assessments. The structure of this report is summarised below:

- Section 2: Describes the existing conditions on the transportation network surrounding the development site;
- Section 3: Outlines the relevant characteristics of the proposed development including parking provision;
- Section 4 Estimates the number of additional trips that would be generated by the proposed development and identifies where these trips would be travelling to and from;
- Section 5: Provides an assessment of the ease of accessibility to local facilities from the site by sustainable modes of travel;
- Section 6: Presents a summary of the report and identifies the main conclusions that can be drawn from the Transport Statement.

2 EXISTING CONDITIONS

2.1 The location of the site in relation to the local transport network is described in this section. The local transport network includes facilities provided for cars, buses, cyclists and pedestrians.

Wider Road Network

2.2 As shown in **Figure 1.1**, the site is located to the east of the centre of Beaminster. The site is just over 750m from the town centre.

2.3 The town centre is located on the A3066 which runs through the historic square. To the north, the A3066 connects with the A30 and Mosterton, whilst to the south the link provides access to Melplash, Bradpole and onto Bridport.

2.4 Within Beaminster from north to south the A3066 runs along Tunnel Road, Hogshill Street, and Bridport Road. Both Tunnel Road and Bridport Road are predominantly residential in nature with a number of private access drives joining the adopted highway. Hogshill Road is a mixture of period residential properties and commercial (in the main retail) units.

2.5 Running north from the town square, Fleet Street provides access to Beaminster Secondary School and further residential area.

2.6 Leading west from the town centre, the A3066 Hogshill Street becomes the B3163 Clay Lane which provides access to the town of Broadwindsor.

2.7 Heading east out of Beaminster, both North Street and the B3163 Whitcombe Road connect to the A356.

Local Road Network

2.8 The site is bounded by the existing residential properties on Riverside to the west, and greenfield at its northern and eastern frontage. To the south, the proposed development is bounded by existing detached properties and Hollymoor Lane / Hollymoor Common Lane.

2.9 Travelling towards the town centre from the site in a westerly direction, Hollymoor Lane provides access to a number of residential lanes, streets and closes. At Woodswater Lane, approximately 275m from the proposed site entrance, Hollymoor Lane becomes East Street.

2.10 East Street is a residential street with a number of different types and age of properties along its length. At a number of places along its length on-street parking is permitted. At other locations the width of the road provides a built deterrent to parking and at times the passing of vehicles is not possible. There is, however, no formal obligation in place for this passing.

2.11 Approximately 538m west of the site, East Street meets Whitcombe Road in the form of a simple priority junction. Travelling in a north easterly direction, at 650m from the site Whitcombe Road and Bridport Road form a simple priority junction.

Pedestrians and Cyclists

2.12 The majority of the roads within the urban extents of Beaminster benefit from footway provision and street lighting. Therefore walking to and from the development within Beaminster is a viable option.

2.13 There are no cycle routes within the vicinity of the site or within the urban area of Beaminster. However, the topography of Beaminster is conducive to cycling as it is flat with no steep gradients.

2.14 The National Cycle Route 2 is located north of Bridport and local routes which start at Netherbury can be used to connect with it.

Public Transport

2.15 The nearest bus stops to the site are located to the north west of the site, on North Street, however a more comprehensive service is offered from the 'Red Lion' stops in the town centre. The effective walking distance from the site via Woodswater Lane to the bus stop on North Street is in the order of 570m whilst the stops in the town centre are approximately 770m from the site.

2.16 There is one frequent bus service within Beaminster accessible from both the North Street and Red Lion (town centre) bus stops. These are summarised in **Table 2.1**.

2.17 **Table 2.1** shows that the existing bus services in Beaminster offer links to neighbouring settlements at regular frequencies. Bus services provide convenient and reliable links to the larger towns of Bridport, Crewkerne and Yeovil.

2.18 In addition to the main service which provides access to the wider area, there are also three special services that halt at the Red Lion stops. The 213, 740 and the 753 provide access to Weymouth and Yeovil College.

2.19 **Figure 2.1** shows the bus route in relation to the development site.

No.	Route	Operator	First / Last Bus		Mon-Fri	Sat	Sun
40	Bridport – Beaminster – Crewkerne – Yeovil	Damory Coaches	*Opp. Red Lion*	*First*	*07:46*	*10:16*	-
				Last	*17:56*	*17:16*	-
			Frequency		*Hourly*	*Hourly*	-
	Yeovil – Crewkerne – Beaminster – Bridport		*Red Lion*	*First*	*08:22*	*08:40*	-
				Last	*18:07*	*17:22*	-
			Frequency		*Hourly*	*Hourly*	-
	Yeovil – Crewkerne – Beaminster – Bridport		*North Street (N)*	*First*	*09:20*	*08:38*	-
				Last	*18:05*	*17:20*	-
			Frequency		*Hourly*	*Hourly*	-

Table 2.1: Summary of the Bus Services from both the Red Lion (Town Centre) and North Road

Traffic Volumes

2.20 Traffic survey information has been obtained along East Street for the week beginning 01/03/2013. The results of the ATC (included as **Appendix A**) demonstrate that East Street is lightly trafficked with recorded traffic flows of 410 two-way vehicle movements over the course of a 12 hour day. Average vehicle speeds have been recorded at between 15mph and 18mph, whilst 85th percentile vehicle speeds have been recorded as 26mph.

2.21 A second ATC was installed on Hollymoor Lane near the proposed site. The results from this ATC demonstrate that this section of Hollymoor Lane is very lightly trafficked with recorded flows of 62 two-way movements over the course of a 12 hour day. Average vehicle speeds are recorded around 23mph and 85th percentile speeds of 27mph were recorded.

Accident Analysis

2.22 Personal Injury Accident data covering the local highway network has been obtained from DCC for the period between 1st July 2009 to 30th June 2014 (which represents the most recent five years of data available at time of writing).

2.23 The information is based on STATS19 Police Accident Reports and refers to three categories of accidents:

- A **fatal** accident is one in which at least one person is fatally injured;
- A **serious** accident is one in which at least one person is seriously injured, but no-one suffers a fatal injury, and which is in one (or more) of the following categories:

  (a) an injury for which a person is detained in hospital as an in-patient; or

  (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock requiring treatment.
- A **slight** accident is one in which at least one person suffers "slight" injuries (i.e. a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention), but no-one is seriously or fatally injured.

2.24 The full accident data is attached as **Appendix B** in this report. In summary, there were a total of 12 accidents within the wider study area which resulted in 12 casualties, 9 of which were classed as slight with the remaining accidents deemed as serious in nature.

2.25 There were 6 accidents which involved pedestrian movement, 2 of which were serious and 4 were slight in nature.

2.26 Of the 12 accidents, 7 were recorded to take place within the town centre. One accident occurred at the junction of East Street / Woodswater Lane. The accident involved the suspected loss of control of a vehicle due to what is described as a 'medical episode' and resulted in a slight injury being recorded. The highway features at the accident location were not a contributory factor.

2.27 In conclusion, the number of accidents is low. The volume and type of accidents recorded are typical for the study area.

3 PROPOSED DEVELOPMENT

3.1 The proposed planning layout is attached as **Appendix C**. The conceptual layout provides 23 residential units on a greenfield site located to the west of the centre of Beaminster.

3.2 The proposed number and type of unit based on the current plan is shown below in **Table 3.1**.

House Size / No. of Bedrooms	Proposed Number of Units
1 Bed	4
2 Bed	4
3 Bed	9
4 Bed	6
Total	**23**

Table 3.1: Proposed Housing Type Split

Site Access

3.3 The main vehicular access to the proposed development site to the north of Hollymoor Lane will be taken from Hollymoor Lane in a similar location to the existing access. The access takes the form of a simple priority junction arrangement as shown in **Figure 4.1**. The salient aspects of the arrangement are:

- Major Carriageway Width = 5.5m
- Minor Carriageway Width = 5.0m
- Junction Radii = 6m
- Junction Visibility = 2.4 x 43m
- Footway = 1 No 2.0m footway to the west of the site access

3.4 It is considered that this access arrangement on its own would be suitable to accommodate a development of 23 residential units.

Car Parking

3.5 The May 2011 Residential Car Parking Provision – Local Guidance for Dorset outlines the methodology for determining the level of car parking required by the development site.

3.6 The methodology provided in the guidance has been replicated in a spreadsheet (which is available in the Highways and Transportation Development Control section on dorsetforyou.com). Information can be input into the spreadsheet to obtain a final requirement for parking without undertaking the calculations in full. The calculation input should be made with full awareness of the calculations that the spreadsheet is undertaking by reading through the guidance. The DCC spreadsheet has been used to ascertain the level of parking required by the development.

3.7 To take account of the lack of use of garages for parking, 0.5 extra unallocated parking spaces will need to be provided per garage.

3.8 The DCC Guidance also states that the developer should take into account a visitor parking requirement of 0.2 spaces per property needing to be provided for dwellings where the number of allocated spaces per dwelling is greater than or equal to the recommended unallocated provision per dwelling.

3.9 The total parking provision required for the proposed site is shown below in **Table 3.2**.

Parking Type	Parking Provision
Allocated	56
Visitors	7
Unallocated	11
Total	74

Table 3.2: DCC Required Parking Provision

3.10 The above parking provision will be provided through a mixture of private drives and garages for the allocated parking provision. Visitors and unallocated spaces will be provided through a mix of dedicated visitor spaces and unmarked on-street parking in accordance with the above requirements.

3.11 Garages must be designed so that they can be used for the parking of cars (rather than for storage), reducing the demand for on-street parking.

3.12 The typical garage should have minimum internal dimensions of 3.0m wide by 6.0m long. A minimum door width of 2.4m should be provided.

3.13 A forecourt length of 5.5m will allow for the garage door to be opened whilst a car is parked in the space in front of it. If no parking space is to be provided in front of the garage, the garage should be set back a minimum of 0.5m from the public highway to allow for the door opening.

3.14 Wherever possible, surfacing of car parking areas will be constructed using Sustainable Urban Drainage designs rather than as traditional hard run-off areas draining into sewerage systems.

3.15 The development Masterplan will accord with DCC's parking strategy.

Motorcycle Parking

3.16 No dedicated residents' motorcycle parking will provided. It is anticipated that residents can store motorcycles in garages where appropriate. Ground anchors will also be provided on request. Visitors' motorcycle parking will be provided on-street.

Cycle Parking

3.17 Cycle parking facilities will be incorporated into the design of the various residential units. Where a garage is provided, cycle parking will be incorporated within the garage itself but otherwise storage sheds that comply with the Code for Sustainable Homes specification will be provided for this purpose.

3.18 All garages, sheds and communal cycle stores (where provided) will be lockable and secure.

Off Site Improvements – East Street Traffic Management Scheme

3.19 Following a site visit with Dorset County Council's (DCC) highways officers, it was concluded that a 'dropped kerb footway' scheme as implemented on the A356 through South Perrott would be appropriate. The South Perrott scheme is shown in Photos 1 and 2 in **Appendix D**. The South Perrott scheme utilises a continuous dropped kerb footway with buff coloured surfaces to denote the footway. This scheme encourages vehicles to use the main carriageway for the majority of the time and affords pedestrians a safer walking area

than the carriageway. When a potential conflict occurs, vehicles can over-run the footway, providing no pedestrians are present.

3.20 A similar scheme can be implemented along East Street. This will include the provision of a 4.1m wide running carriageway along East Street. A width of 4.1m has been chosen as this would allow two cars to pass without conflict. The remaining space can be turned into a 'dropped kerb' footway. This will vary in width based on the remaining road space. The footway would improve the access to those properties that directly front East Street. As the footway is edged with dropped kerbs, vehicles can continue to park on-street and mount the footway. This arrangement would maintain the existing on-street parking provision and access to adjacent properties.

3.21 The proposed arrangement shown in **Figure 3.2** identifies a proposed dropped kerb footway on the northern side of East Street where there is already a traditional footway on the southern side. Where there is no footway provision along East Street, a dropped kerb footway will be provided on both sides of the carriageway. At its narrowest point, the running carriageway narrows to 2.9m with 1.0m footways on either side of the road. A 2.9m carriageway would operate as an informal priority narrowing.

3.22 It is proposed to provide an over-run area at the junction of Whitcombe Road / East Street to reduce the width of the bellmouth and provide a 6m radius at the junction.

3.23 An over-run strip would be provided across East Street to identify the start / end of the dropped kerb footway along East Street. As with the other options, a feature can be provided at the pinch point adjacent No 35 East Street.

3.24 In summary, the aim of the proposed improvements is to provide a built environment that would be less dominated by motor vehicles. The aim of the proposals is to create a sense of place along East Street whereby the function of the street is not solely the movement of vehicles. East Street would become a distinct place and would make a positive contribution to the life of the local community.

4 TRIP GENERATION AND DISTRIBUTION

Person Trip Generation

4.1 Trip rates for the proposed residential development have been taken from TRICS 7.1.2 database. For a robust assessment, it is assumed that the proposed development will be all privately owned houses. The assessment is based on the AM (08.00 to 09.00) and PM (17.00 to 18.00) peak hours and a 12 hour day (07.00 to 19.00).

4.2 Sites in Greater London and Ireland (Northern and the Republic) have been excluded. Only sites located in suburban or edge of town locations have been used. These search criteria are considered appropriate to accurately represent the location of Beaminster while retaining a sufficient number of survey sites to give a reliable average.

4.3 The resultant person trip rates and person trip generation based on 23 residential units are shown in **Table 4.1** below with the full TRICS data being attached as **Appendix E**.

Proposed Residential	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Deps	Arrivals	Deps	Two Way
Person Trip Rate (per unit)	0.277	0.829	0.606	0.271	8.572
23 units	6	19	14	6	197

Table 4.1: Total People Trip Rate and associated number of Trips

4.4 **Table 4.1** demonstrates that 23 residential units would generate approximately 25 two-way person trips during the morning peak hour, 20 two-way person trips during the evening peak hour with a two-way person trip generation of 197 over the course of a 12 hour day.

Existing Residential Modal Split

4.5 The modal split of the person trips identified for the development has been based on 2011 national Census 'Method of Travel to Work' data for the town of Beaminster (West Dorset 003C). A summary of this Census data is shown in **Table 4.2** with the Census outputs being attached as **Appendix F.**

Mode of Travel	Persons	Percentage of Total People	Percentage of Travellers
All People	1,070	100.0%	100.0%
Work Mainly at or From Home	57	5.33%	n/a
Underground, Metro, Light Rail, Tram	1	0.09%	n/a
Train	3	0.28%	n/a
Bus, Minibus or Coach	11	1.03%	2.11%
Taxi	1	0.09%	0.19%
Motorcycle, Scooter or Moped	7	0.65%	1.34%
Driving a Car or Van	**364**	**34.02%**	**69.87%**
Passenger in a Car or Van	38	3.55%	7.29%
Bicycle	9	0.84%	1.73%
On Foot	89	8.32%	17.08%
Other Method of Travel to Work	2	0.19%	0.38%
Not in Employment	488	45.61%	n/a

Table 4.2: Beaminster Ward - Combined Output Areas 'Method of Travel to Work'

4.6 In order to accurately identify the modal split of journeys to work, it is necessary to discount those who work mainly at or from home and also those who are not currently working as these two categories do not generate work related trips. Similarly, Beaminster has no railway station so journeys by train or underground are first likely to involve a car journey to a railway station. The third column of the above table therefore identifies the appropriate adjusted modal split values.

4.7 **Table 4.2** demonstrates that the majority of people who travel to work from Beaminster do so by car / van with a majority split of approximately 70%. People who travel to work by more sustainable modes such as public transport, walking and cycling equate to a total of 22%.

4.8 Applying the 70% car driver value from **Table 4.2** to the person trip values given in **Table 4.1** allows the vehicular trip rates for the proposed development to be identified. These are shown in **Table 4.3** below and are suitable for use in the assessment of the traffic impact.

Mode	Modal Split	AM Peak Hour		PM Peak Hour		Daily
		Arr	Dep	Arr	Dep	Two-Way
On foot	17.08%	1	3	2	1	34
Bicycle	1.73%	0	0	0	0	3
Public Transport	2.11%	0	0	0	0	4
Passenger in a car or van	7.29%	0	1	1	0	14
Driving a car or van	**69.87%**	**4**	**13**	**10**	**4**	**138**
Other	1.92%	0	0	0	0	4
Total Person Trips	100%	6	19	14	6	197

Table 4.3: Proposed Development Person Trips with Modal Split

4.9 **Table 4.3** demonstrates that the proposed residential development would generate a total of 17 two-way vehicle trips during the morning peak hour, 14 two-way vehicle trips during the evening peak hour and 138 two-way vehicle trips during a 12 hour period.

4.10 Based on 23 residential units, this equates to vehicle trip rates of 0.173 for arrivals and 0.565 for departures per residential unit in the AM peak with 0.435 for arrivals and 0.173 for departures in the PM peak. These values are considered to be robust as the journey to work modal split has been applied to all peak hour journeys not allowing for the possibility that educational journeys e.g. to the local Primary School for instance may potentially be undertaken by more sustainable modes.

4.11 Applying the logic that the percentage of people travelling as a passenger must in turn have a driver attached to them, the single occupancy car or van use is 62.58% and as a result vehicle sharing or 'passenger' is 14.58%.

4.12 The level of traffic generation outlined above is not considered to have a major impact on the local highway network.

Construction Traffic

4.13 Full construction details such as phasing, materials to be removed, number of construction vehicles etc have not been finalised at this stage of planning. The developer is willing to accept a planning condition to prepare a full Construction Traffic Management Plan (CTMP).

4.14 A Framework Construction Traffic Management Plan is contained within **Appendix G**.

5 ACCESSIBILITY ASSESSMENT

Chartered Institution of Highways and Transportation Pedestrian Accessibility

5.1 Walking routes from the site towards Beaminster town centre area, in the main, are provided as footways and footpaths along Hollymoor Lane, Whitcombe Road and Bridport Road. East Street provides a mix of on- and off-street facility for pedestrians.

5.2 Acceptable walking distances will vary considerably depending on various factors such as fitness and land topography. Guidelines by the Chartered Institution of Highways and Transportation (CIHT) state the acceptability of distances in metres to various attractions is as follows:

Desirable	Acceptable	Preferred Maximum
500m (5min 57secs)	1,000m (11min 54secs)	2,000m (23mins 48secs)

5.3 As shown in **Figure 5.1**, and based on a walking speed of 1.4 m/sec or just over 5.0 km/h, the following facilities shown in **Table 5.1** are within 10 minutes walk from the site, which is well within the preferred maximum distance:

Service / Facility	Walking Distance	IHT Guidance
Beaminster School (11- 18)	1,432m	2,000m
St Mary's COE Primary School	1,462m	2,000m
Mountjoy Special School	1,857m	2,000m
Barton House Medical Practice	950m	1,200m
Tunnel Road Surgery	1,484m	1,200m
Dental Health Studios	880m	1,200m
Beaminster Pharmacy	940m	1,200m
Post Office	930m	1,200m
Public Hall	860m	1,200m

St Mary's Church	930m	1,200m
Cooperative (General Convenience)	835m	1,200m
Red Lion Public House	765m	1,200m
Bridgehouse Hotel & Restaurant	665m	1,200m
Chinese / Malaysian Takeaway	640m	1,200m
Car Garage (MOT's etc.)	630m	1,200m

Table 5.1: Walking Distances to and from the Proposed Development Site

5.4 The walking routes to these facilities are predominantly along lightly trafficked routes with ample footway available and therefore would be attractive routes for future residents.

Institution of Highways and Transportation Cycling Accessibility

5.5 The IHT state that three quarters of journeys by all modes are less than five miles (8km) and half are less than two miles (3.2km). These are distances that can be cycled comfortably by a reasonably fit person. The town centre is less than 1.0km from the site and the furthest outlying areas to the east and west are within 2.0km, making cycling to and from the development a viable option.

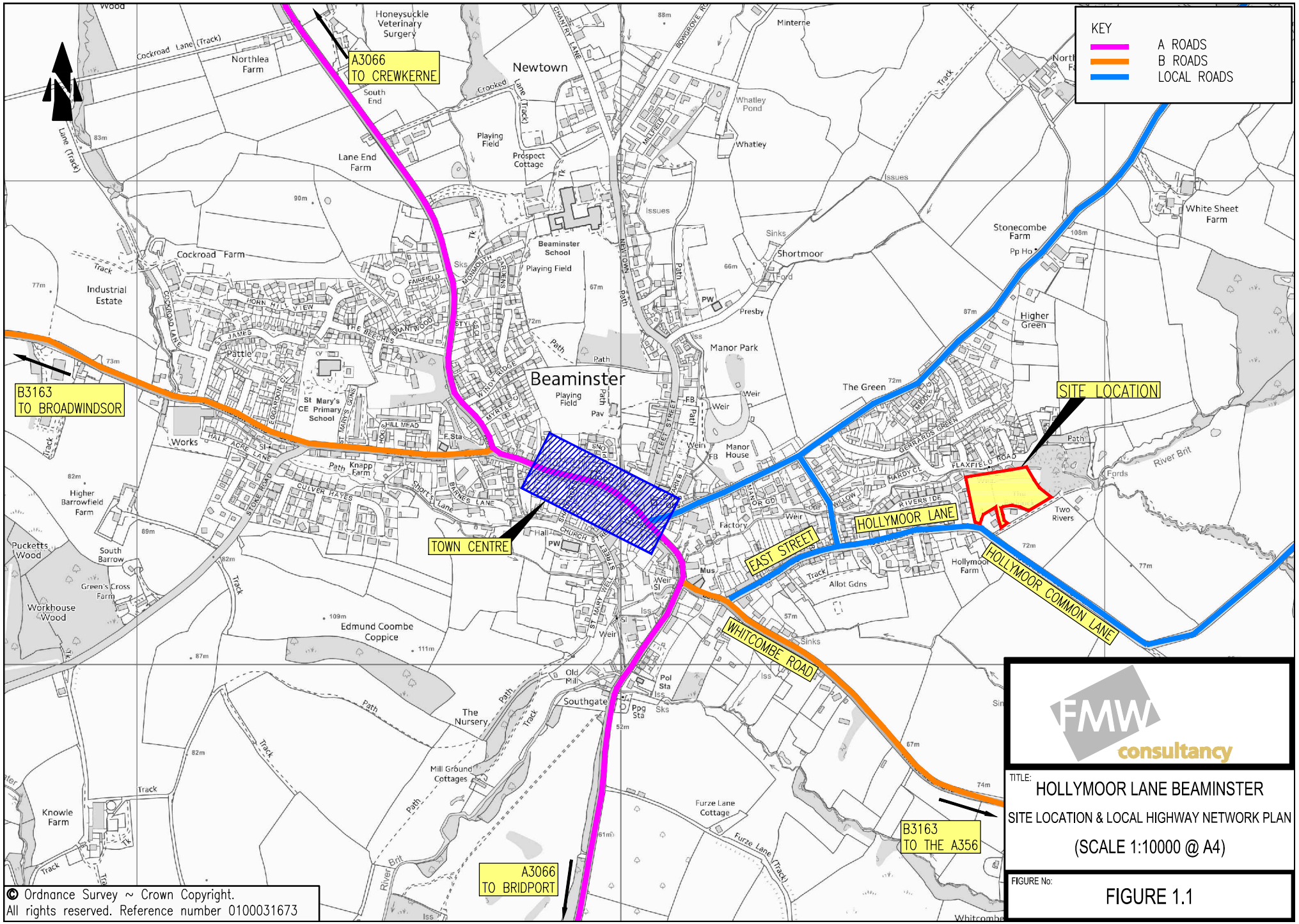
6 SUMMARY AND CONCLUSIONS

6.1 In summary, this report has demonstrated the following:

- The site is well positioned in relation to the local highway network;
- The development will compromise of 23 residential units;
- The site will be accessed via a simple priority T-junction from Hollymoor Lane;
- No junction mitigation is required as part of this development;
- The development of the site will provide a traffic management scheme for East Street which will improve the interaction of the corridor for existing and proposed residents.

6.2 We conclude that the site is suitable for residential development and that there are no transportation reasons why the site should not be developed as proposed.

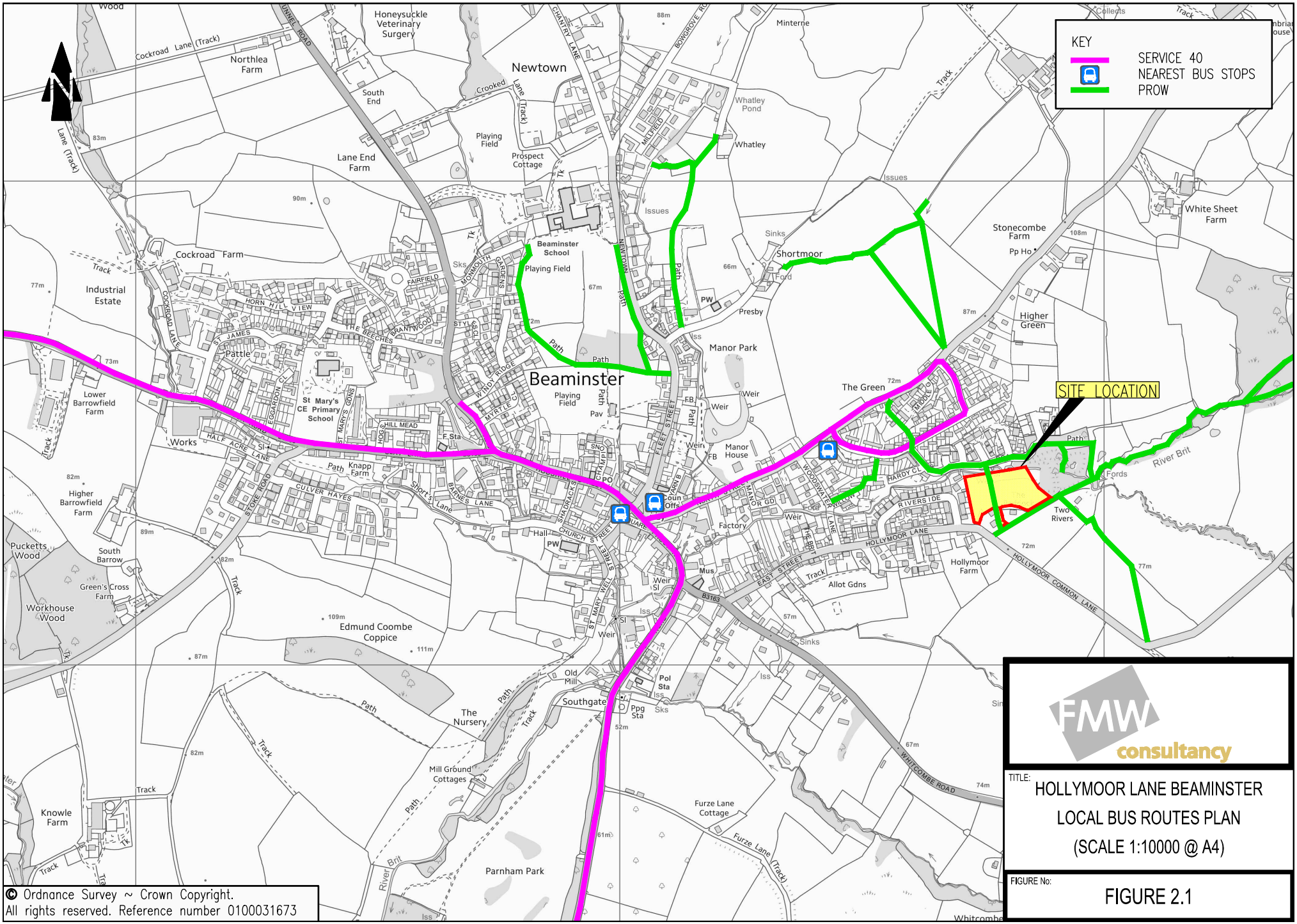
FIGURES

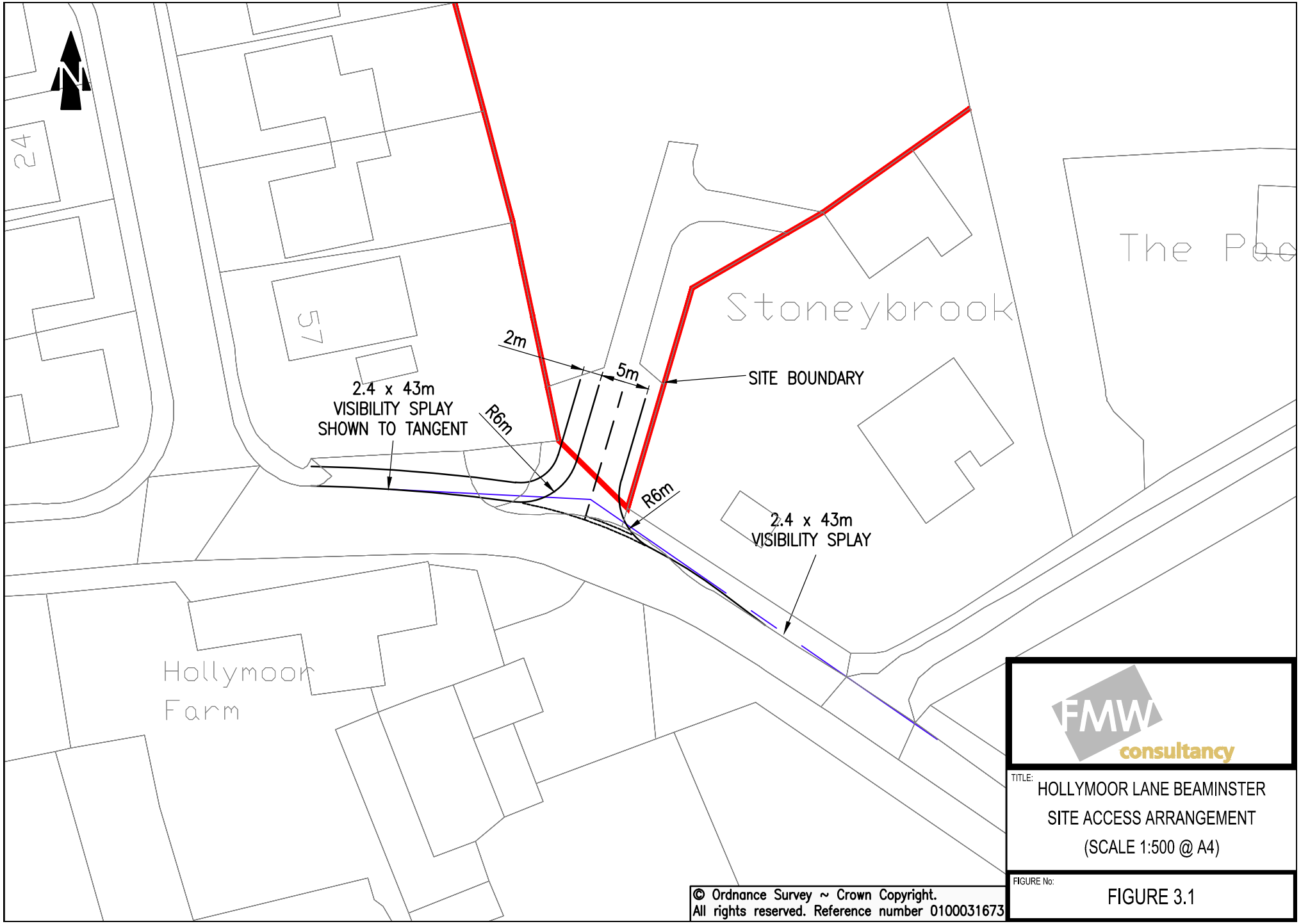


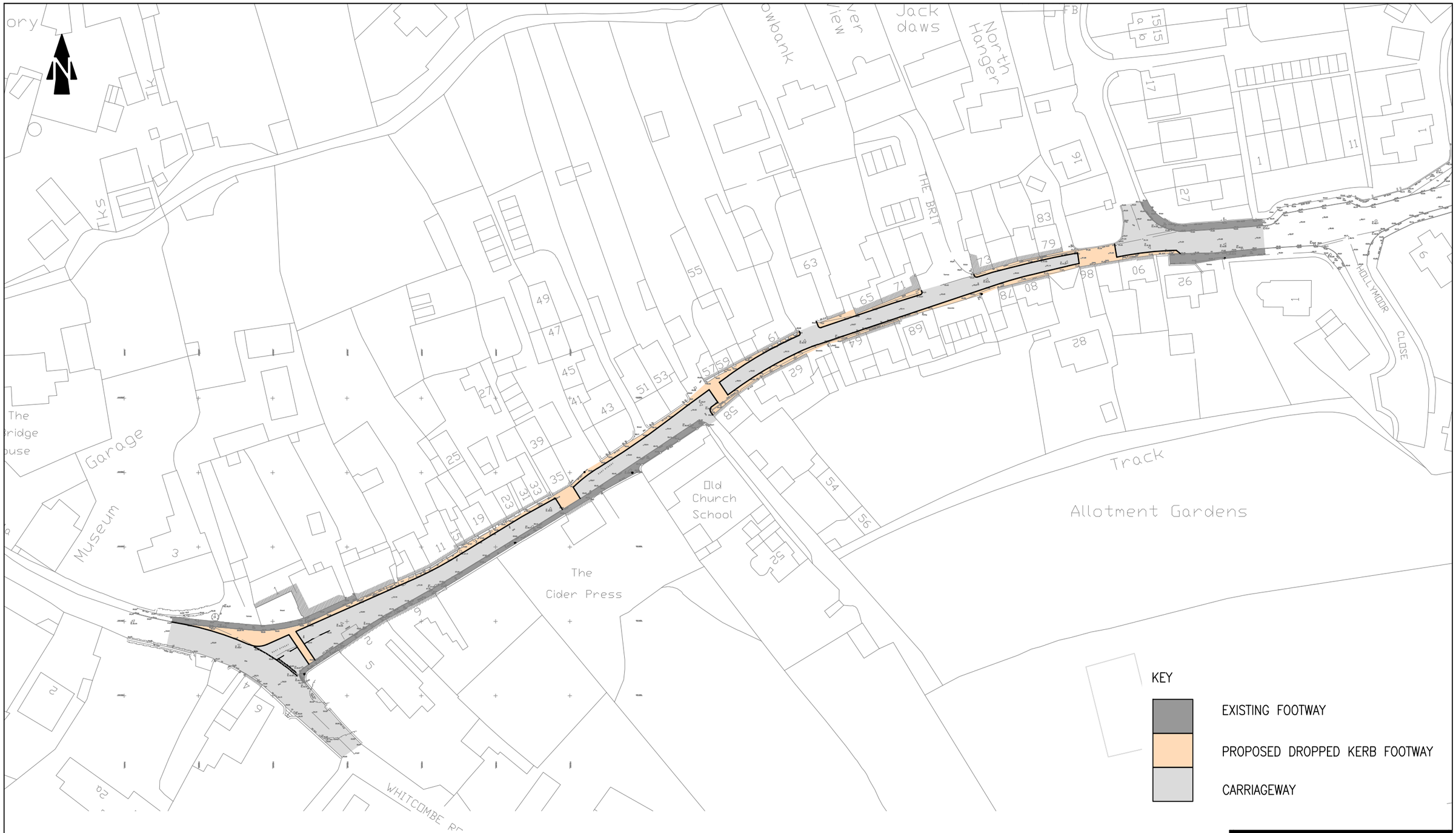
FMW consultancy

TITLE:
HOLLYMOOR LANE BEAMINSTER
SITE LOCATION & LOCAL HIGHWAY NETWORK PLAN
(SCALE 1:10000 @ A4)

FIGURE No:
FIGURE 1.1







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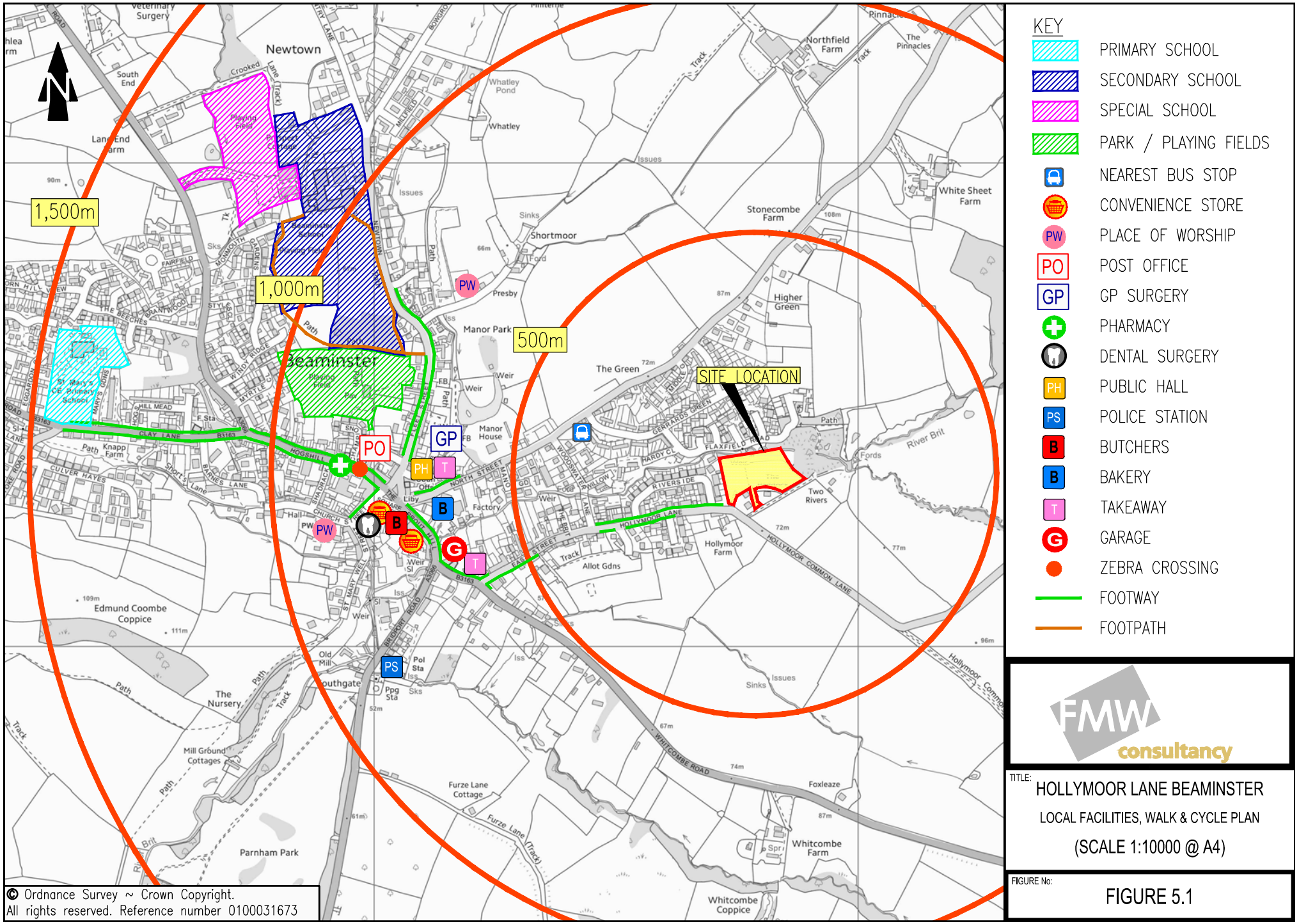
TITLE:
HOLLYMOOR LANE, BEASMINSTER
EAST STREET IMPROVEMENTS
(SCALE 1:1000 @ A3)

FIGURE No:
FIGURE 3.2



KEY

- PRIMARY SCHOOL
- SECONDARY SCHOOL
- SPECIAL SCHOOL
- PARK / PLAYING FIELDS
- NEAREST BUS STOP
- CONVENIENCE STORE
- PW PLACE OF WORSHIP
- PO POST OFFICE
- GP GP SURGERY
- PHARMACY
- DENTAL SURGERY
- PH PUBLIC HALL
- PS POLICE STATION
- B BUTCHERS
- B BAKERY
- T TAKEAWAY
- G GARAGE
- ZEBRA CROSSING
- FOOTWAY
- FOOTPATH

FMW consultancy

TITLE:
HOLLYMOOR LANE BEAMINSTER
LOCAL FACILITIES, WALK & CYCLE PLAN
(SCALE 1:10000 @ A4)

FIGURE No:
FIGURE 5.1